

The Herd

VOL. 6

MAY

JUNE

No. 36



A Little Magazine Published by
BUFFALO GASOLENE MOTOR CO.

Our Bargain Page

In our last issue we explained how we sell rebuilt engines; "BUFFALO" engines being thoroughly rebuilt throughout and carrying our regular guarantee. Engines of other makes are sold on their own reputation but guaranteed to be in first class mechanical condition.

In this edition we need the space to tell you what we have to offer so any further information desired will be promptly mailed interested parties on receipt of advice as to the size interested in.

Our present bargain list follows:

"BUFFALO" ENGINES

13-15 H.P. Heavy Duty Type—2 cylinder, 6 x 7½,
reverse gear and complete equipment "C".....\$ 600.00

16-18 H.P. Old Style, Medium Speed Type, 4 cyl-
inder, 4½ x 5, normal speed 600 RPM—the type
of engine that built up the "BUFFALO" reputa-
tion. Price with reverse gear and complete equip-
ment "C"\$ 450.00

20-22 H.P. Heavy Duty Type—2 cylinder, 7 x 9,
with reverse gear and complete equipment "C"....\$ 900.00

26-30 H.P. Heavy Duty Type—4 cylinder, 6 x 7½,
with reverse gear and complete equipment "C"....\$1,150.00

Pair of right and left hand 40-45 H.P. Heavy Duty
Type, 4 cylinder, 7 x 9, right and left hand en-
gines, complete with reverse gear and equipment
"C." Each\$1,760.00

"TWENTIETH CENTURY"

40-50 H.P. 4 cylinder, 6½ x 8½, Heavy Duty Type,
complete with reverse gear, mechanical oiler, etc.,
thoroughly overhauled including reboring and new
pistons fitted. Price including reverse gear and
propeller \$1,200.00

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THE BUFFALO GASOLENE MOTOR COMPANY, BUFFALO, N.Y., U. S. A.

VOL. 5

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Buffalo Harbor has very Representative Work Boat Fleet

*"BUFFALO" Engines As Popular Amongst The Work Boat Trade
In Home Waters As Abroad.*

THE old proverb "A Prophet is without honor in his own country" does not apply to "BUFFALO" engines as a trip around Buffalo Harbor will readily verify. All of the really first class gasoline engine powered work boats have "BUFFALO" engines and the work boat operators swear by them.

It is particularly in the work boat that reliability and economy must be the most important considerations and these qualifications being the most predominant features of "BUFFALO" quality, explains the popularity of "BUFFALO" engines.

Whether a police patrol boat, a grocery delivery boat, a butcher delivery boat, a survey boat, an oil supply boat or, to speak in nautical

terms, a "bum-boat," you will find if you investigate that the boats always on the job are "BUFFALO" powered. A few of the most representative of the "BUFFALO" powered work boat fleet are shown herewith and it is a source of great satisfaction to us that any of the operators of same are always glad to demonstrate their power plants and to talk up "BUFFALO" engines.

The City of Buffalo uses "BUFFALO" engines both in the Police Department and Department of Public Works, Engineering Division. The cover illustration shows one view of the police boat "Edward M. Daly" with the marine detail of "Buffalo's finest" lined up for inspection, and a bow view is herewith shown. Both



Buffalo Police Boat "EDWARD M. DALY." A fine sentiment was shown in naming this boat, as it carries the name of a member of the Buffalo Police Force who lost his life in the recent great conflict.

the boat and the crew will pass inspection anywhere. The police boat is always on duty, subject to call at any hour, day or night, besides her regular patrol duty, and consequently a reliable power plant is the chief requirement. The power plant is a 4 cylinder, $7\frac{1}{2}$ x 9, 45-50 H.P. "BUFFALO" engine complete with electric starter. The boat was built according to Police Department own specifications and is an especially substantially constructed and well fitted craft particularly adapted for the varying and strenuous requirements of police work.

It is worthy of note that this boat replaces the old police boat which also had a "BUFFALO" engine and it was on the showing of the old boat, after many years of hard service that a "BUFFALO" engine was again selected.

Another smaller boat, also "BUFFALO" powered does patrol work on Delaware Park Lake.

The Department of Public Works get a lot of use out of the "Engineer" which is used for sounding purposes survey and inspection work and general purposes around the harbor. This boat has been a very familiar one for many years, and although her "BUFFALO" 4 cylinder, 16-18 H.P.



Department of Public Works, City of Buffalo, "ENGINEER." A small boat that does a lot of work and is a familiar sight in every corner of Buffalo Harbor.

Medium Speed engine has been giving continuous service for the past eight years, it is still always running as well as ever.

When the big lake steamers reach Buffalo harbor, of course the first thought of both officers and crew is to get fitted out with whatever they require for ship and selves. The engine room will want oil, grease, etc., and the "*Hustler*" will be right on the job to supply it. "*Hustler*" is under charter to the Standard Oil Company and makes quick work of delivering any desired quantity of oil, grease, etc., to any steamers, or docks on the water front. For many years "*Hustler*" has been famous for being always on the job. The power plant is a 2 cylinder, 7 x 9, 20-22 H.P. "*BUFFALO*" Heavy Duty engine.

The steward will also be looking for supplies and between the "*K. A. Gunn*" and the "*John Gehm*" he will be well taken care of. "*K. A. Gunn*" is owned by Mr. P. J. Gunn, grocer at 54 Michigan Avenue, who specializes on taking care of marine trade, she formerly had a "*BUFFALO*" 2 cylinder, 7 x 9 Heavy Duty engine but Mr. Gunn was so well pleased with the performance of the old engine and with the boat herself that he thought



"HUSTLER" a "BUFFALO" powered oil supply boat, familiar to every engineer and famous for being always on the job.

she deserved a new power plant, so he just installed a 26-30 H.P. 4 cylinder, 6 x 7½ Heavy Duty "*BUFFALO*" engine, which according to her skipper (and also reluctantly admitted by the skippers of other boats) makes



"JOHN GEHM" will bring your meat in the same expeditious manner as 'K. A. Gunn' brings your groceries.



"K. A. GUNN" cannot deliver groceries to your door unless you live on the dock, but does deliver groceries and general supplies to a vast fleet of lake boats and water front resorts.

her the smartest boat in the harbor.

"John Gehm" has the same size and type engine as the "K. A. Gunn." This is the second "BUFFALO" engine she has had also, a "BUFFALO" Medium Speed engine having been the power plant for many years until last season. John Gehm's meat market is at 45 Elk Street Market, and he is famous for the quality of his meats and his service.

Perhaps the engine room needs a little service also, boilers may need some repairs, or some other repairs may be necessary where electric welding is the logical way to take care of it, if so, Tashenberg Brothers, 45 Illinois Street are the ones to do it and their boat "Tashenberg Brothers" will be promptly on the job. It is hard to say whether the boat or Tashenberg Brothers themselves are best



"TASHENBERG BROTHERS" looks like a gun boat, but is really a floating marine repair shop. It is "BUFFALO" powered of course.

known on the lakes but they are both very well known and any class of work can be turned over to them with assurance that it will be expeditiously and properly taken care of.

"Tashenberg Brothers" is powered with a 4 cylinder, 6 x 7½ 26-30 H.P. "BUFFALO" Heavy Duty engine which not only propels the boat but also, when it gets to the job, furnishes power for driving their welding generator for electric welding and their air compressor for their air tools. A more complete and capable outfit could not be found anywhere and with such equipment and with the wide experience and capability of the owners, it



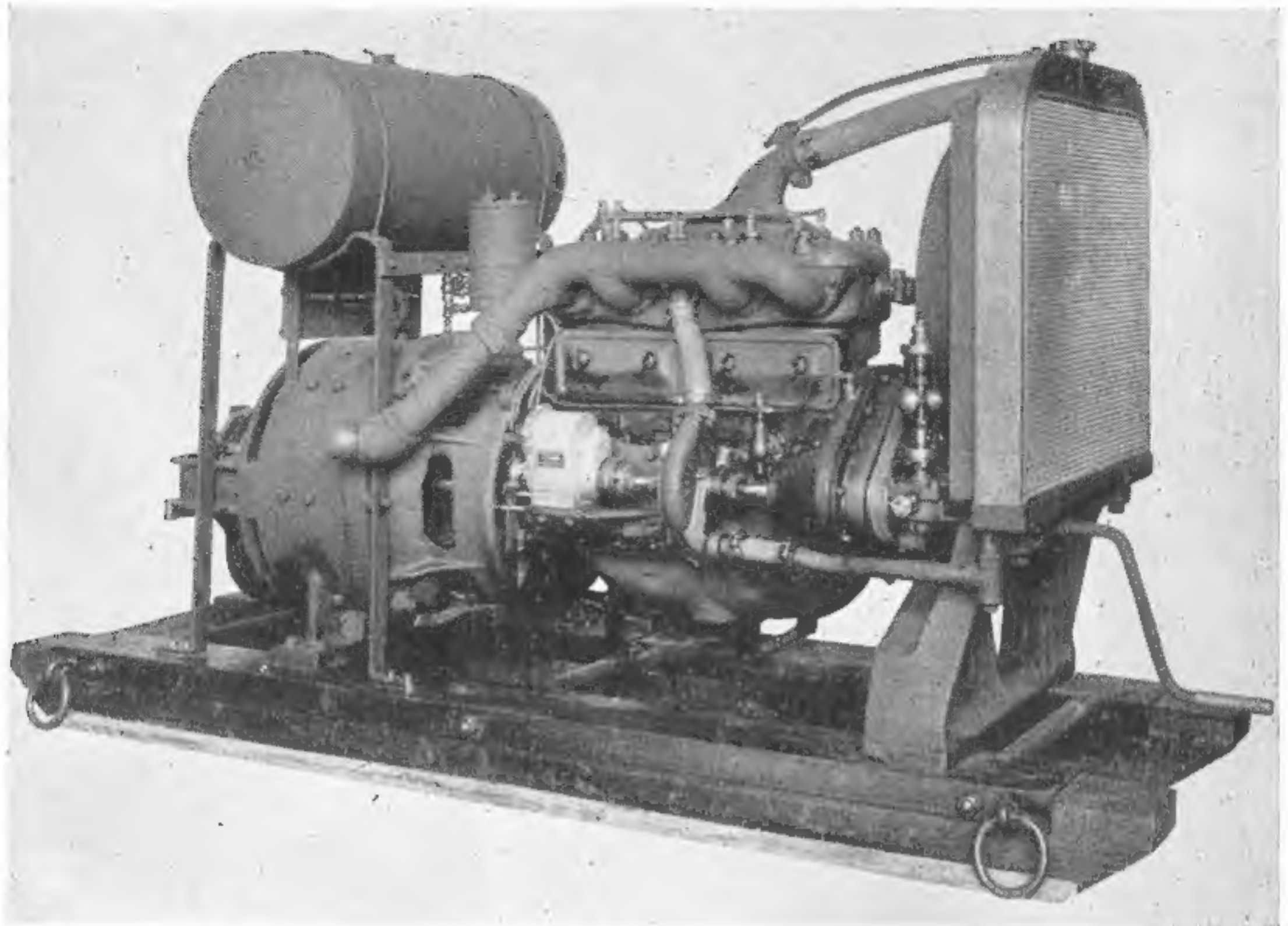
is no wonder that Chief Engineers prefer to have any work of this kind done in Buffalo where they can put it up to Tashenberg Brothers.

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"PEGGY"—An interior view showing some of the extensive stock carried, also her power plant and her crew. Above is shown the boat itself.

"Peggy" is a floating department store or to speak in nautical language, a "bum-boat." This characterization applies only to her business, not to the boat, the engine or the crew. She can supply anything from shoe laces to chewing tobacco, which comes pretty near to making both ends meet.



Another Line of Industrial Work in which "Buffalo" Engines are Making Good

Electric welding is probably one of the most severe jobs a gasoline engine can be put up against. The load is very fluctuating and changes instantaneously, resulting in severe shocks and strains to the entire equipment. Close governor regulation is absolutely essential and the engine throughout must be very substantially constructed and reliable.

When these welder boys get on a job, they must stick to it until the job is finished, and if their power plant went back on them they would lose a lot of money.

Working in cooperation with the Burke Electric Company, of Erie, Pennsylvania, we have produced a great many gasoline engine driven electric welding sets which are sold

through the Burke Electric Company and are being extensively used by welders in all classes of work. The illustration herewith, shows the outfit to be a very complete and compact unit and comprising as it does, the best in gasoline engines and the best in electric welding generators, the combination is hard to beat.

Anyone interested in this line of work should communicate with the Burke Electric Company, Erie, Pennsylvania, or their nearest local office, or if they write us direct we will see that full information is promptly furnished.

As an instance of the service these outfits render, we quote the following letter from the Genesee Boiler
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"Romana" Back in Her Own Port After Winter in Florida

*Commodore Fischer Reports A Very Pleasurable Winters' Cruise In
The Sunny South.*

FINISHING a cruise of over six thousand miles without any serious trouble with either engine or boat speaks very well for the navigating ability of the crew as well as the quality of the power plant.

"Romana," which is one of the best known boats in Buffalo waters, is owned by L. A. Fischer, Past Commodore of the Buffalo Launch Club, (and incidentally President of the Buffalo Gasolene Motor Company), is a Whittaker design, bridge deck cruiser, 52' x 12', powered with a 4 cylinder, 6 $\frac{3}{4}$ x 9, 50-80 H.P. "BUFFALO" engine.

Previous issues of "The Herd," as well as "BUFFALO" advertising, have illustrated "Romana," and the picture herewith, simply shows this good ship in different surroundings.

Mr. Fischer has always been too



*"ROMANA" at Miami, on Washington's
Birthday.*

busy to take the required time for an extended cruise, although he has long promised himself that pleasure. Last fall he determined to put it off no longer, and on October 6th, "Romana" left Buffalo for Florida waters, of course going through the New York State Barge Canal to Albany, down the Hudson and through the inside route south.

Sixty eight days were spent in making the trip in reaching their destination in Florida in easy stages, being thirty two days actual running and thirty six days sight seeing at various points of interest enroute. Their daily cruise averaged seventy miles. Lack of space does not permit a detailed account of the cruise in this issue but we know the log of "Romana" would make very interesting reading.

While in Florida many short cruises were taken, in fact, we believe that the Florida waters were probably
(Continued on page 14)



*"Aguila" and "Vesta" shown above
are trailing "ROMANA" in the
channel entering Lake Boca
Raton. "Romana" found
the bottom here.*

Galveston Another Harbor Where

Many Of The "BUFFALO" Powered Boats Have Seen Years

GALVESTON harbor can probably show as many "BUFFALO" engines as any other port we know of. "BUFFALO" engines are very well thought of down Texas way, as they have stood the test of hard service in all kinds of work, not only by the regular commercial trade, but in Government work. The U. S. Engineers' fleet is practically entirely "BUFFALO" powered, and just recently another order was placed by them. Many of the U. S. Engineers' boats have been illustrated in previous issues of this publication.

A few of the best known boats are now illustrated and just to add to the general interest another illustration is shown which probably caught your eye first.

Captain John Young, Jr., owner of the launches "Lorraine" and "Tarpon" considers the Bathing Girl Revue held in Galveston, May 21st, a very good idea, as that was the first day that Captain Young's boats went into commission, taking excursionists for boat rides in the open Gulf of Mexico and these boats handled a total of 1,064 passengers on that day. It would seem that Galveston was a real mecca for all interested in water sports, but we do not believe that boats or boat rides were the chief attraction, nevertheless, if "BUFFALO" engines did not attract the crowds to Galveston, they did assist in making things pleasant for the visitors. It is estimated that a crowd of over 100,000 witnessed the Bathing Girl Parade, the Grand Prize for which was won by a Dallas girl.



*"Elsie D"—Jack Nones' husky
"BUFFALO" powered
boat.*



*Capt. John Y
Passenger L
"Lorraine"
"Tarpo"*



re "Buffalo" Engines Predominate

s Of Service, But There Are New Ones Being Sold Right Along.

The "Elsie D" is one of the latest Galveston boats to have a new "BUFFALO" engine. She is owned by Jack Nones, and is 25 feet long—8 feet beam, model build with compromise stern. In spite of the heavy construction which adds considerably to the weight of the boat she can do ten miles per hour with her new 25-30 H.P. four cylinder, 4 $\frac{3}{4}$ x 5 "BUFFALO" engine.

Mr. Nones uses the vessel for both pleasure and commercial purposes and the little boat has to stand some very rough weather at times. Absolute engine reliability was the chief consideration in Mr. Nones' mind, hence his selection of "the engine of constant service."

Also very popular in another line of work are the boats "Wave II" owned by Captain Johnson and the "Ellen" owned by T. J. Bryan, the illustration showing these two boats tied together in the "mosquito fleet slip" at Pier 20, Galveston.

The power plant of "Wave II" is a Medium Speed, 20 H.P. four cylinder, 5 x 6 "BUFFALO" and Captain

"Wave II" owned by Captain Johnson and "Ellen" owned by T. J. Bryan.

Johnson uses this vessel for taking parties out fishing and duck hunting. Galveston Bay is a wild place when some of the very heavy northers sweep across it, and anyone without a very reliable power plant has no business out there.

The "Ellen" has recently been reconstructed and is powered with a 5 x 6 $\frac{1}{2}$ 20-24 H.P. four cylinder "BUFFALO" Heavy Duty engine

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Young, Jr's.
Launches
ine" and
upon."



Buffalo Bull

YOU have probably read in the boating publications of the motor boat races at Atlantic City and New York City under the auspices of the Atlantic City Yacht Club, Atlantic City, N. J., and the Columbus Yacht Club, New York, N. Y., for the James Craig Perpetual Trophy and the trophies offered by the two above mentioned clubs, July 1st and 2nd, 1922.

In our opinion, that kind of a race, which is really a reliability test, is the only kind of race worthy of serious consideration, and we think the boating fraternity at large should feel greatly indebted to James Craig for donating the beautiful trophy which he has. This trophy was the original Bermuda Cup, offered by the late James Gordon Bennett for a race from Bermuda to New York in 1907, and won by James Craig with his cruising boat "Ailsa Craig" in that year.

This beautiful cup and base, the value of which was recently appraised at \$2,000.00, was presented outright by Mr. Craig to the National Association of Engine and Boat Manufacturers, and together with five other perpetual trophies, owned by the association, has been placed in the custody of the American Power Boat Association, under proper Deeds of Gift, to be raced for annually.

A real effort is being made to stimulate and renew interest in safe and sane racing of real boats. These spectacular high speed racing boats are fine for excitement but do not really interest to any great extent, the average boat owner.

We hope that all "BUFFALO" owners possible will make it a point to get in such races, and we are confident of their showing.

* * * *

Mr. W. D. Cash, who has been "BUFFALO" Sales Agent at Key West, Florida, for many years, and has always been one of our most valued connections, recently announced his retirement and it is with sincere regret we face a termination of business relations with him. Mr. Cash however, feels that he has earned a rest and when we tell you that he was 87 years old on May 19th, and has always been active right up to the present time, so much so that the young fellows down that way had to go some to follow his pace, you will agree with us that he has a rest coming.

We hope that he will have many pleasant years still before him, and on his 100th birthday we are going to publish his photo.

Buffalo Bull

Chicago is going to have a lot of interesting motor boat events during the second annual Pageant of Progress, to be held on the Municipal Pier, Chicago, July 29th--August 14th, and we expect that the "BUFFALO" powered boats in Chicago waters will participate and make a favorable showing.

This exposition will be well worth visiting, as the information given in the "Exposition News" which is being frequently published, promises great things.

* * * *

A new innovation in motor boat passenger service is the "water jitney" service being inaugurated in Chicago and we think the idea could very well be imitated in other sections. We quote the following from an editorial in "The Tribune" the latter part of April.

"Some years ago THE TRIBUNE proposed that our transportation facilities be increased by adding passenger boats on the river. The proposal was not acted upon, but it is now announced that a Lincoln park line will put on a boat to run from the dock at the Wrigley building to the Northwestern depot and Union Station.

That is good news for many suburbanites who work along upper Michigan boulevard and the district north of the boulevard bridge. It is said the trip can be made in ten minutes, which is as fast or faster than a taxi trip through the loop. It will be a lot cooler and pleasanter and ought to be a success. If it is, the service might be extended for longer hauls.

Meanwhile, the first "water jitney" will start May 1st, and THE TRIBUNE is glad to give this advertisement free, for it should be a new convenience and pleasure for city workers. Of course proper measures should be taken for safety and comfort of patrons.

* * * *

Indefinite

"Is this the hosiery department?" said the voice over the phone.

"Yes," replied the weary saleslady.

"Have you any flesh-colored stockings in stock?" asked the voice.

"Yes," replied the weary saleslady, "Whaddy ye want--pink, yellow, or black?"—*Cincinnati Enquirer*.

Keeping in Trim

Tommie—"Grandma, if I was invited out to dinner some place, should I eat pie with a fork?"

Grandma--"Yes, indeed, Tommie."

Tommie—"You haven't got a piece of pie around the house that I could practice on, have you, Grandma?"—*"Driver Dan."*

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Now that we have finished with the general requirements of the ship, we shall pass on to a boat who caters to the individual requirements of the crew. The "*Peggy*" is, we believe, a boat alone in her class; she is a "bum-boat" de luxe. The writer was amazed when he stepped on this boat and saw the vast stock of high quality merchandise carried, but, as Mr. LaDuca explained "Gone are the days when you can hand out any old thing to the lake sailor, they are no longer the rough-neck class of men that most people consider them, but are usually a clean living bunch of hard working men who want good stuff and are willing to pay for it and furthermore have the money to pay for it."

"*Peggy*," in brief, takes the gents' furnishing store, the cigar and cigarette counter, the boot and shoe shop, the hat store, in fact you might say, a complete department store to the ship. A sailor need not go ashore at all to get completely outfitted with whatever his pocket book can stand and he cannot obtain any higher quality, regardless of what store he goes into, nor can he obtain better prices. Mr. LaDuca has been in this line of business, with a small boat, for many years and is known all over the Great Lakes. Last year he desired to expand and bought the "*Peggy*," also got associated with Billy Baer, whom many "BUFFALO" owners are well acquainted with as Billy was formerly one of our star service men, so needless to say, "*Peggy's*" power plant, which is a 4 cylinder, 6 x 7½ 26-30 H.P. "BUFFALO" Heavy Duty engine, complete with electric starter, is always in tip-top shape.

Space does not permit us to give the detailed description of the "*Peggy*" that we would like to give, but we show an exterior and interior view of her, the interior view giving some idea of the vast stock carried and also showing her handsome crew, LaDuca and Baer.

The pleasure boat fleet around Buffalo also has a fair proportion of "BUFFALO" engines but this is a special work boat number and pleasure boats are another story.

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Works, Inc.,—of Rochester, New York, who are widely known as one of the most capable electric arc welding firms in the business.

"The parts referred to were received by us on Wednesday, two days after you shipped them, we thank you for your promptness in getting these goods out and your interest in seeing that they were not delayed on the road.

While the engine really did not have much play in piston we decided to put in a new piston rather than fit new pins.

These are the first repairs we have made to this Gas Engine and we think it is the best engine on the market today. As you no doubt have already been informed by the Burke people, we have run this engine 64 hours on the job, stopping only one-half hour at a time for meals, and changing the water only three times.

This is a record you may well feel proud of as the engine was inside of a box car on the car dock of the Car Ferry No 2, in Charlotte Harbor."

Just another illustration of the universal satisfactory service being rendered by the "engine of constant service."

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which was originally in the "*Annetta*" which boat was unfortunately sunk and the engine remained under water some time, but eventually was raised and cleaned and now runs as smoothly and satisfactorily as any new engine. Mr. Bryan is using his boat in the same class of service as Captain Johnson, that is fishing and hunting.

"*The Herd*" is indebted to Wallace T. Taylor, the "BUFFALO" Sales Agent in Galveston for the pictures of these and other Galveston boats shown. The editor wishes many other "BUFFALO" agents would show as active cooperation as Mr. Taylor.



A Famous Member of the "Dry" Navy

"BUFFALO" Engines Do Their Bit In Helping Uncle Sam Enforce the Volstead Law.

Several years ago, the above boat, then known as "Suis Moi II" was a regular respected member of the yachting family, now she is known as the "Surveyor" and has become a "hooch hound" in the service of the U. S. Customs, assisting to enforce prohibition. When first purchased by the Government from her previous owner she was used as a Customs boat to check smugglers. "Surveyor's" power plant is a six cylinder, $6\frac{1}{2}$ x $6\frac{3}{4}$ "BUFFALO" 90-100 H.P. high speed engine, the type of engine that created such a sensation when first produced in 1909-10. "Hoosier Boy" the Champion of the Middle West and Great Lakes was powered with a similar engine. The fact that this engine after twelve years service is still in a state to satisfactorily power such an important boat certainly constitutes good proof of the quality of "BUFFALO" engines.

It seems too bad they did not leave her original name stand as we believe

"Suis Moi" is French for "follow me." The boat was built by the Elco Company and is 61 feet long— $9\frac{1}{2}$ feet beam with a speed of better than eighteen miles per hour.

The early part of April, Customs Officers had a bad scare when the "Surveyor" after having started for Bayville, L. I., to take in charge a yacht which had been seized with a cargo of hooch, was reported missing, and as there were sixteen men on board including Albert O. Hokenson, chief of the searching squad, there was cause for worry. It developed however that they simply got overtaken by fog and lost their bearings but eventually made Northport.

We wonder if our workmen who built the power plant of the "Surveyor" would have been as careful in their work if they had known for what purpose the engine would eventually be used?



The end of a good looking ship, the "HELAIMGRA" which traveled with "Romana" on way north, caught fire and was totally destroyed in Winyah Bay, near Georgetown, South Carolina.

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never so thoroughly explored in as short a time.

On May 18th "Romana" again reached Buffalo, her home port, looking none the worse for her six thousand mile trip and with everyone feeling that they had spent a most enjoyable and restful winter. Undoubtedly Mr. Fischers' Captain—Ed. Bennett, and Mrs. Bennettt, will carry the memory of the trip longer than others of the party as it was their honeymoon trip also, they having been married the week previous to starting on that cruise.

The power plant of "Romana" is not new, and the log of the boat will show that it has done considerable long distance cruising in the six years it has been in commission. "Romana" is a one man boat, all controls being carried to the bridge deck, and contrary to what would be a perfectly natural belief, the Captain is not a "BUFFALO" engine expert, in fact, never worked in the "BUFFALO" factory. The record of "Romana" gives us an opportunity of verifying at first hand that "BUFFALO" engines are indeed "engines of constant service" and do not require expert care and attention.

Speaking of the trip, Mr. Fischer says that one of the most pleasant parts of it is between Buffalo and New York, that is, through the New York State Barge Canal and the Hudson River. Yachtsmen who are anxious to take a very pleasant cruise and who because of doubt of the seaworthy qualities of their boats, their own navigating ability or doubt regarding their power plant, do not want to take long lake or ocean trips where they are out of luck in case of trouble, could not find a more pleasant cruise than to make a trip from Buffalo to New York or any part of same. Anyone who has not been through the new Barge Canal cannot appreciate what a wonderful waterway this is, and really to quote Mr. Fischer—"It is a shame to speak of this waterway as a Canal." The word Canal is usually associated in ones mind, with a big ditch with a lot of awkward locks, necessitating hard work on the part of the boat owner in passing through, but the New York State Barge Canal is different,—it is a beautiful body of water, passing through country where the scenery is magnificent, the canal is well kept, the locks are a wonderful improvement over what is commonly known and all along the way there are very comfortable terminals where a boat can tie up, out of the channel, and be perfectly safe and comfortable. The terminal at Rochester is particularly attractive.

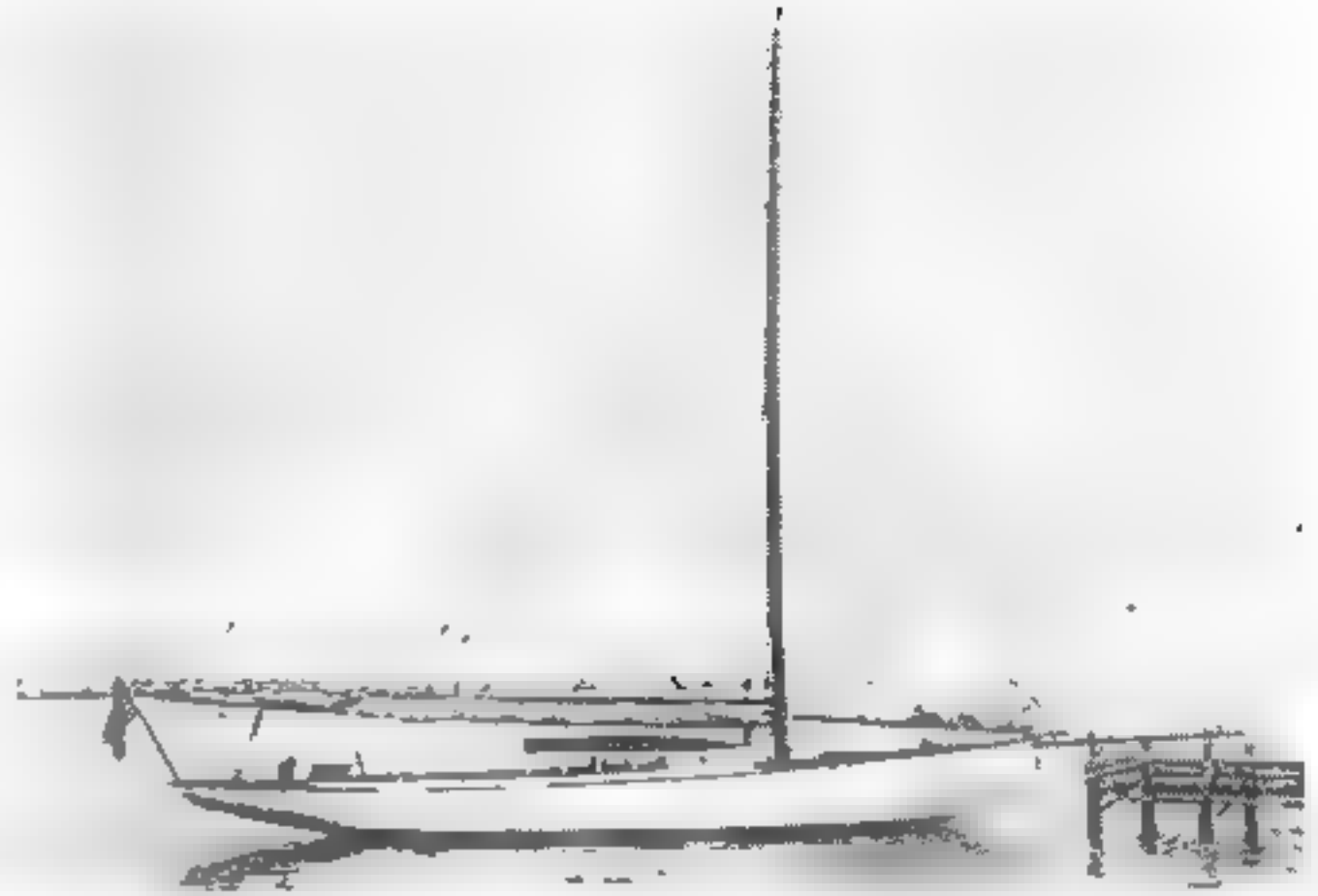
There is good fishing at several places also, particularly where the canal passes through Oneida Lake and Cross Lake, Oneida Lake of course has beautiful summer resorts and is well worthy of a special trip just to go there.

We do not believe the boat owners appreciate what an exceptionally desirable, safe and pleasant boating trip of five hundred eight miles is offered them by making the trip through the New York State Barge Canal or, as Mr. Fischer would re-

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HAVE you noticed how popular the auxiliary type of boat is becoming? The reason is plain, the "dyed in the wool" sail boat man will never be happy without his sticks and canvas, but the wind is too fickle to rely on entirely.

A very fine example of this type boat is the auxiliary sloop "*Passaic*" 48 feet overall, 13½ foot beam and 3 foot draft, owned by Mr. J. H. Cruickshank of New York City, which is used on Great Sound Bay, with head quarters at Bay Shore, L. I. The boat was originally built for Frederick G. Bourne, the well known millionaire yachtsman, and was sold shortly after his death to Mr. Cruickshank, who has just had installed in same a 40-60 H.P. four cylinder, 5½ x 7



"BUFFALO" engine. The photo does not do the boat justice as it is an exceptionally smart craft, and was built by Gil. Smith of Patchogue, L. I.

Mr. Cruickshank promises us better pictures of the boat later in the season.

The postal card responses to our appeal in last issue of "The Herd" regarding revision of mailing list have been very gratifying, but there are a lot of you who have not returned the postals, consequently we are at a loss to know whether or not you desire to continue receiving the publication.

Uncle Sam says he delivered it to you. If you care to continue receiving it, is it not worth the trouble of dropping us a card saying so, which will enable us to check up our mailing list, correct addresses if necessary, etc.?

Modesty prevents us from printing some of the responses we received, but judging from some, this little magazine seems to be fulfilling its destiny, which is to maintain a friendly feeling between the builders of the "BUFFALOS" and the customers and friends.

There are also a lot of you who have never sent photos of your outfits in connection with which "BUFFALO" engines are used. Why not cooperate with us to that extent? You are interested in looking at pictures and reading descriptions of the other fellows outfit, and he will be the same regarding yours.

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christen it, "New York State Inland Waterway" and those who are contemplating a cruise this summer should look into this before making their decision.

Another "BUFFALO" powered boat which made the round trip to Florida this winter is the Yacht "Rietta" owned by L. R. Davidson of this city, whose power plant is a duplicate of that in "Romana" and of course also performed very satisfactorily.

Cruises of this kind test the quality of an engine in a way that is never possible by the average short trip running around local waters.

The Missing Link

A man came into a store with a very small dog under his arm. An Irishman was standing near and after a few moments of close observation he asked the stranger what breed his dog was. The man replied that he was a cross between an ape and an Irishman. "Faith then," replied Pat, "he is kin to both of us."

Why don't men kiss their wives as often after marriage?

A mouse after being caught in a trap never cares as much for the cheese.

Have you noticed how independent the traveling salesmen are these days—they don't take orders from anybody?

A negro was trying to saddle a fractious mule, when a bystander asked: "Does the mule ever kick you, Sam?"

"No, suh, but he sometimes kicks where I'se jes' been."—*Exchange*.

"John, can you let me have a little money?"

"Certainly, darling. About how little?"—*London Mail*.

The canvasser was soliciting for the vote of Mr. Brown in the interest of the Anti-Everything candidate.

Canvasser: You are a married man, Mr. Brown.

Brown: Yes, five years married.

Canvasser: And have you formed or expressed any political opinions.

Brown: Not for five years.

"Dad," asked the young son, "what are ancestors?" His father tried to explain by illustration. "I'm one of your ancestors, and your grandpa is another."

The boy pondered the matter for a minute, and then floored his father with this: "But Dad, why do folks brag about them?"

Here is a Bargain

A. M. DEERING, "BUFFALO" Sales Agent in Chicago, whose address is 1642 Monadnock Building, 53 W. Jackson Blvd., has for sale a Heavy Duty 45 H.P. Globe engine, four cylinder, 7½" bore by 9" stroke, complete with all necessary equipment including propeller and shaft, Bosch high tension magneto, battery with distributor, carburetor with warm air device, Detroit force feed oiler, stern bearings and stuffing box, air pump and other equipment. The weight of the complete outfit, with reverse gear and other fittings is about 3,800 lbs.

Mr. Deering is offering this outfit at \$450.00 FOB Benton Harbor, Michigan, "as is." Here is an opportunity for some work boat man to get a real bargain and we would suggest communicating with Mr. Deering quick.

Engines for Industrial Purposes

ANYONE interested in power for practically any kind of industrial work should look over the bulletin recently issued, illustrating "BUFFALO" engines and the various classes of industrial machines they power.

Although perhaps best known in marine work, "BUFFALO" engines of other types are also serving in connection with trucks, tractors, pumping plants, air compressor outfits, electric generating sets, electric welding outfits, excavating machinery, wagon loaders, cranes, power shovels, spraying outfits, in fact, practically any purpose to which power can be applied.

This class of work requires special consideration and the engines for same are not illustrated in the regular "BUFFALO" catalogue. Our readers will confer a great favor on us, and indirectly on the other party, if they will advise us of any manufacturers of industrial machinery in connection with which engines can be used.

BUFFALO GASOLENE MOTOR CO.,

Buffalo,

N. Y.

It is Not Too Late to Obtain A New Power Plant for your Boat

THOSE who thought they could get by with the old engine for another season, and have found to their sorrow that the old mill is a source of worry instead of pleasure, as a good engine should be, need not give up hope of having a pleasurable season anyway.

Fairly prompt deliveries can be made on practically any size "BUFFALO" engine, so why not be sure of satisfactory engine service for the balance of the season?

Write, wire or telephone—telling us of your requirements and we will quickly tell you how we can take care of them. Do not decide that we cannot do it until you have given us a chance to show you what we can do.

*BUFFALO GASOLENE MOTOR CO.,
Buffalo, N. Y.*

THE HERD



*"Elsie D"—Jack Nones' husky
"BUFFALO" powered
boat.*



*Capt. John Young, Jr.'s.
Passenger Launches
"Lorraine" and
"Tarpon."*



*"Wave II" owned by Captain
Johnson and "Ellen" owned
by T. J. Bryan.*



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